I CLAIM AS MY INVENTION:

1. A freight shipping container stabilizing system, comprising:

a first lower shipping container and a first upper shipping container over the first lower container to form a first stack;

a second lower shipping container and a second upper shipping container over the first lower shipping container to form a second stack adjacent the first stack;

a first connector vertically connecting the respective first upper and lower containers of the first stack and a second connector vertically connecting the respective second upper and lower containers of the second stack; and

a stabilizing frame surrounding and laterally linking together the first and second connectors.

2. The system according to claim 1 wherein the first and second upper and lower containers are all approximately a same size.

3. The system according to claim 2 wherein the first and second lower containers are placed end-to-end in a well of a railroad well car with the first and second upper containers stacked on the respective first and second lower containers.

4. The system according to claim 1 wherein the first and second upper and lower containers are approximately 20' long containers.

5. The system according to claim 1 wherein the stabilizing frame has an inner locking surface at each end and a respective locking protrusion inwardly of the

inner locking surface which interacts with the inner locking surface to capture the respective first and second connectors being linked together.

6. The system according to claim 5 wherein the stabilizing frame has a central access opening between the locking protrusions for access to a locking activation member of the first and second connectors.

7. The system according to claim 1 wherein at least one side of the stabilizing frame has between opposite ends thereof at least one container spacer.

8. The system according to claim 1 wherein a top container spacer and a bottom container spacer project above and below each other at one side of the stabilizing frame.

9. The system according to claim 1 wherein the containers have corner members with a locking aperture for receiving respective upper or lower locking elements of the respective connectors.

10. The system according to claim 1 wherein the connectors have a separating flange which rests on top of the respective first or second lower container and wherein the respective upper first and second container rests on a top surface of the separating flange.

11. The system according to claim 10 wherein the stabilizing frame has a thickness which is equal to or less than a thickness of the separating flange of the connectors.

12. The system according to claim 1 wherein the stabilizing frame has a container spacer having a width corresponding to a spacing between at least one of the first and second lower containers and first and second upper containers.

13. The system according to claim 1 wherein the stabilizing frame is comprised of steel.

14. The system according to claim 1 wherein a container spreader tool is provided which defines a space between at least one of the respective first and second lower containers.

15. The system according to claim 1 wherein between the first and second stacks two of said stabilizing frames are provided each surrounding a respective two connectors.

16. The system according to claim 15 wherein the two stabilizing frames are provided at end corners along one sidewall of the respective containers.

17. A shipping container bridging stabilizer for linking two stacks of containers, each stack having an upper and lower shipping container, comprising:

a stabilizing bridging linking element having first and second apertures which receive respective connectors between upper and lower containers in each stack and laterally linking the two stacks together.

18. The system according to claim 1 including a container spreader tool having engagement members which engage adjacent apertures in the first and second lower shipping containers, said spreader tool having an adjustment which drives engagement members to adjust a spacing between the adjacent apertures in the adjacent first and second lower shipping containers.

19. The system according to claim 18 wherein the container spreader tool has a ratchet housing containing a ratchet which drives respective adjusting screws connected to the respective engagement members.

20. A method for stabilizing a first stack of upper and lower shipping containers with respect to a second stack of upper and lower shipping containers, comprising the steps of:

providing respective inter-box connectors for connecting the upper and lower containers of each stack;

providing a container bridging stabilizer;

connecting a plurality of inter-box connectors to each lower container;

placing at least one container bridging stabilizer around two adjacent inter-box connectors when the lower containers are laterally adjacent each other to laterally link the inter-box connectors and their respective lower containers together; and

lowering the upper containers onto the respective two lower containers and locking the upper and lower containers vertically together with the inter-box connectors.

21. The method according to claim 20 wherein each of the inter-box connectors have rotatable upper and lower locking elements and wherein the inter-box connectors are connected to the lower container by at least one of pulling out a cord and manually rotating the lower locking element of the connector to fit the bottom locking element to a corner locking aperture of the bottom container and when the top container is lowered onto the bottom container, the upper locking element automatically rotating as a corner locking aperture of the top container interacts with the upper locking element.

22. The method of claim 20 comprising the step of providing two of said container bridging stabilizers, and placing each of the container bridging stabilizers around two respective inter-box connectors to laterally link them together at laterally spaced apart locations along an upper edge at a top of each of the lower containers.

23. The method of claim 20 including the step of placing the two lower shipping containers in a well of a rail car adjacent each other laterally in an end-to-end configuration.

24. The method according to claim 20 including the step of providing upper and lower shipping containers as approximately 20' long containers.

25. The method according to claim 20 including the step of placing the lower containers laterally adjacent each other on a surface on which they are to be shipped, and with the container spreader tool, adjusting a lateral spacing between the two lower shipping containers so that the bridging stabilizer will fit around the two adjacent inter-box connectors.

26. The method according to claim 25 including the step of providing the container spreader tool with a ratchet housing and a handle and wherein operation of the handle drives respective adjusting screws connected to respective engagement numbers received in ovals at a side of the adjacent lower containers.

27. A freight shipping container stabilizing system, comprising:

a first lower shipping container and a first upper shipping container over the first lower container to form a first stack;

a second lower shipping container and a second upper shipping container over the first lower shipping container to form a second stack adjacent the first stack;

a first connector connecting the respective first upper and lower containers of the first stack and a second connector connecting the respective second upper and lower containers of the second stack; and

a bridging stabilizer laterally linking together the first and second connectors.

28. A method for stabilizing a first stack of upper and lower shipping containers with respect to a second stack of upper and lower shipping containers, comprising the steps of:

providing a connector for connecting the upper and lower containers of each stack;

providing a bridging stabilizer;

connecting a connector to each lower container;

placing the bridging stabilizer at two adjacent connectors when the lower containers are laterally adjacent each other to laterally link the connectors; and

lowering the upper containers onto the respective two lower containers and locking the upper and lower containers vertically together with the connectors.